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Washington, D.C. 20505

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04-0028/11

27 January 1984

The Honorable Frank R. Wolf
Committee on Public Works
and Transportation
House of Representatives
Washington, D.C. 20515

Dear Mr. Wolf:

This is in reply to your letter of 9 January 1984 regarding safety improvements to Route 193.

We share Ms. McCormick's concern for safety along Route 193. As she correctly states, the problems along that roadway impact on many of our employees. However, having said that, we see no legitimate way to claim that these problems are attributable to the Agency expansion and thereby assume responsibility for a solution. The impact study that is quoted in part in her letter points out that local traffic conditions will be exacerbated more by the general economic growth in the Northern Virginia Region than by our expansion.

As you will recall from the meeting here at the Agency last June, there are a number of local traffic improvements desired by various groups in the community. In trying to develop an approach to responding to community desires, we have had to be mindful that anything we do with regard to our expansion has to be clearly necessitated by the expansion. On the other hand, we want to be as helpful as possible to the community. As a result, we have adopted the philosophy that we will try to deal with as many problems as we can when designing those improvements made necessary by our expansion. As an example, if we are designing improvements to our Route 123 entrance, we will try to incorporate features that improve conditions at Potomac School Road and/or Merchants Lane. However, other community desires may be left unsatisfied. At this time, it appears that the safety improvements to Route 193 will be among those left unanswered by our project.

As citizens of the Northern Virginia Region, we are well aware of the road funding problems facing us. Unfortunately, as you know, it is not within our charter to provide alternative Federal funding beyond that justified by our planned expansion.

Sincerely,

Harry E. Fitzwater
Deputy Director
for
Administration

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FRANK R. WOLF
10TH DISTRICT, VIRGINIA

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WASHINGTON, D.C. 20515
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ROOM 4B
LEESBURG, VIRGINIA 22075
(703) 777-4422

Mr. Harry Fitzwater
Central Intelligence Agency
Washington, D.C. 20505

Dear Mr. Fitzwater:

I have enclosed a copy of a letter from Dorothy McCormick, the Director of The Country Day School in McLean, concerning potential hazards from additional traffic on Georgetown Pike due to the CIA expansion.

I would appreciate your evaluation of the points raised by Ms. McCormick so that I can further respond to her. Also, I would appreciate your making her concerns known to the consultants for their consideration in determining solutions to mitigate the effects of the additional traffic.

Thank you for your assistance.

Sincerely,

Frank R. Wolf
Member of Congress

FRW/ncb
enclosure

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COMMITTEES:
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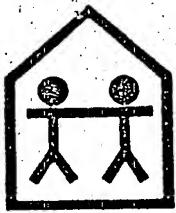
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AND FAMILIES



THE COUNTRY
DAY SCHOOL

6418 GEORGETOWN PIKE
MCLEAN, VIRGINIA 22101
(703) 358-4282

84-0028f/

January 3, 1984

The Honorable Frank Wolf
Congress of the United States
130 Cannon Building
Washington, DC 20515

Dear Mr. Wolf:

I would like to call your attention to a very dangerous situation that will be exacerbated by the additional traffic on Georgetown Pike as a result of the construction of the new CIA building.

The entrance to the Country Day School, which serves approximately 250 pre-school children, including some CIA families, is located at the Langley Fork on Georgetown Pike, only $\frac{1}{4}$ to $\frac{1}{2}$ mile from the CIA entrance. A small hill crest interferes with the safe visibility of all drivers coming from McLean, who round the corner from Old Chain Bridge Road onto Georgetown Pike at the Fork, as well as for drivers coming from the beltway exit to Georgetown Pike and continuing to the CIA. Accidents have occurred at the Fork frequently, one being fatal. It is our desire to prevent a major tragedy involving small children and young mothers. A CIA study dated November 22, 1983, Technical Memorandum No. 1 for the CIA Expansion Study, states: "Another observation is that traffic volumes on Rtes 123 and 193 are more significantly influenced...by the alternative future conditions than are the Parkway and the Beltway.... The impact of adding a certain number of vehicles per hour on Rte 193...would be greater than adding the same number of vehicles on the Parkway."

We ask that you consider the removal of the hill crest as part of your overall plans to ease the impact of the expected additional traffic on the neighborhood. This would need to be done in conjunction with the Virginia Department of Highways and Transportation, which does not have the needed funding for this project. This lovely section of Georgetown Pike has been designated a historic byway for Virginia, and the only one in the county. Thus, extensive widening of Rte 193 is not desired. In actuality, "topping" the hill is in the long-range design papers of the VDH&T, and is therefore a feasible undertaking during the time of construction at the CIA.

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The Honorable Frank Wolf
January 3, 1984
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We suggest that the federal and state governments work together to find a resolution to the compounding of an already existing problem to a Virginia highway brought about by additional federal building. This would be consistent with our understanding of Congressman Wolf's position.

We further think this could serve as a model nationwide of the way in which an historic byway may be made safe and still preserve its historic character and community value through the efforts of federal, state and local community members.

Sincerely,
THE COUNTRY DAY SCHOOL

Dorothy B. McCormick

Dorothy B. McCormick
Director

DBM/mnr

Copies: Senator John Warner
State Senator Clive Duval
Mr. Donald Keith, VDH&T
[redacted] CIA Traffic Advisory Committee
Ms. Lilla Richards, MCA Transportation Committee
Mr. Kent Maxfield
Mr. Glen Urquhart, National Capital Planning Commission
Ms. Nancy Falck, Dranesville District Supervisor

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